

Jones Beach Causeway Bridge Number 1
(Wantagh Parkway Bridge)
Route 908T, spanning Seamans Island Creek
Hempstead
Nassau County
New York

HAER No. NY-163

HAER
NY,
30-HEMP,
8-

WRITTEN HISTORICAL DATA

HISTORIC AMERICAN ENGINEERING RECORD

JONES BEACH CAUSEWAY BRIDGE NUMBER 1 (WANTAGH PARKWAY BRIDGE)

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Location: Jones Beach Causeway crosses East Bay and connects Wantagh with Jones Beach (east) and Short Beach (west) on the South Shore of Long Island, Town of Hempstead, Nassau County, New York. The bridge is located on Route 908T, spanning Seamans Island Creek, 1.75 miles south of the Merrick Road interchange in Seaford and 4.1 miles south of the junction of the Southern State and Wantagh State Parkways.

UTM: N 4499650
E 626200
New York State Quad: Freeport

Date of Construction: Plans prepared in 1928, bridge constructed in 1929.

Style: Fixed span, reinforced concrete continuous tee beam girder span.

Engineer/
Builder: Plans prepared in January 1928 under the authority of New York State Laws of 1927, Chapter 163, by C. A. Huhne, Resident Engineer for the Long Island State Park Commission under the auspices of the State of New York, Department of Public Works, Division of Highways. Bridge built for the Long Island State Parkway Commission, now known as the Jones Beach State Parkway Authority, under contract 106-L. Bridge designs reviewed and approved by Robert Moses, President of the Commission; A. E. Howland, Chief Engineer of the Commission; William M. Acheson, State Engineer; H. O. Schermerhorn, New York State Engineer for Bridges and Grade Crossings; and Arthur W. Brandt, New York State Division of Highways, Commissioner of Highways.

Present Use
and Condition: During 1986 the bridge carried an average of 6,392 vehicles per day. Concrete has spalled and delaminated, exposing the steel reinforcement bars in the pier columns and the underside of the tee beams and structural deck. Some concrete bent cap beams display vertical cracks.

Significance: One of the original Long Island State Parkway bridges.

Materials of
Construction: Reinforced concrete pile bents carry reinforced concrete tee beam girders and an eight inch thick concrete structural slab deck.

Dimensions: Bridge consists of four spans with a total structure length of 104 feet. Two main spans across the navigable channel are each 29 feet long. Out-to-out width is 76 feet and curb-to-curb width is 64 feet. Total deck surface area is 7,900 square feet. Bridge has two pedestrian sidewalks, one 3 feet, 11 inches wide, the other 3 feet, 7 inches wide. Main channel span has a horizontal clearance of 26 feet and a vertical clearance of approximately 11 feet. The tee beams are 1 foot 6 inches wide and spaced 4 feet 10 inches apart. Approach to bridge is on a 2 percent grade.

Significant Exterior Features: Bridge is unadorned except for standard aluminum bridge rails.

Major Alterations and Additions: Roadway surface and bridge railing repaired or replaced in 1972 under contract LISP 69-2. No other major alterations noted.

Additional Information: The estimate of quantities for the bridge, not including the approach spans, listed:

Portland Cement	2,535 Bbl
Concrete for structures (1:2:3-1/2 mix)	456 Cu Yd
Concrete (2nd class, 1:2-1/2:5 mix)	330 Cu Yd
Steel fabric for concrete pavement	730 Sq Ft
Reinforcement bars for structure	117,900 Lb
Structural steel	12,600 Lb
Stone fill	3,360 Cu Yd
Timber piles	3,690 Lin Ft
Precast concrete piles	2,420 Lin Ft
Wooden rail	290 Lin Ft
Concrete pavement	82 Cu Yd

The causeway upon which the approach roadway was built required 120,000 cubic yards of fill. All fill was obtained by hydraulically dredging the navigable channel. Bridge is part of the 13.6 mile long Wantagh Parkway and Causeway.

Project

Information:

The documentation of the Jones Beach Causeway Bridge Number 1 was prepared by the Historic American Engineering Record (HAER), National Park Service, during the summer of 1987 for the New York State Historic Bridges Recording Project. This project was sponsored by the New York State Department of Transportation and under the supervision of Eric DeLony, Chief & Principal Architect, HAER. This report was written by Andrew Cole and Charles Scott. When citing this report, please credit the Historic American Engineering Record and the authors.

BIBLIOGRAPHY

Jones Beach Causeway Bridge Number 1 Drawings, March 26, 1928.

History of Long Island State Parkways, 1925-1985. Hauppauge, N.Y.: New York State Department of Transportation, 1985.

New York State Department of Transportation, Region 10 Structures Unit. Project Initiation Request, Reconstruction of the Wantagh State Parkway Bridge over Seamans Island Creek. (WP-1). 1980.

New York State Department of Transportation, Bridge Identification Number 1058519 File, Region 10, Hauppauge, New York.

ADDENDUM TO:
JONES BEACH CAUSEWAY BRIDGE NO. 1
(Wantagh Parkway Bridge)
Rt. 908 T, spanning Seamans Island Creak
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Nassau County
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PHOTOGRAPHS

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